

The greatest danger at present lies in the fact that Russia is still unwelded to the anti-aggression front, her presence there still opposed by small but powerful pro-Fascist groups.

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#### HITLER IN COURT

A leading New York authority on foreign affairs remarked after listening to Hitler's speech that the Fuehrer's plea for understanding and even aid reminded him of the man who, tried for murdering his father and mother, had the effrontery to plead with the judge for sympathy because, after all, he was an orphan.

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#### NAZIS REACH OUT FOR LATIN AMERICAN TRANSPORT

##### Barter of Rail Equipment is But One of Many Signs.

Nine hundred cars and sixty-four locomotives, some of them Diesel-streamlined, or altogether two million dollars' worth of German railroad equipment is to come into the Argentine in barter for that country's wheat and wool. Experts on Latin American trade point out that this is only a beginning, that a wide drive for the placement of their rolling stock throughout the continent is soon to be opened by the Nazis, even though their own railroads suffer from a severe shortage of cars and locomotives.

Politics of the Berlin brand as usual accompanies this new effort: the Buenos Aires representative of the Reich Railroads circulates mimeographed sheets with abuse of the Western democracies, while the recently exposed Nazi spy documents show that among the duties of the German agents not the least important is the gathering of secret information on the Argentine's road-network of all kinds and descriptions. The Axis is out to capture the transport -- the nerve system of any country or continent--, and this conquest in Latin America is to be

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political as well as economic.

## Blow to Detroit Payrolls

Automobile transport is no less important than the field of railroads, and of late the Nazis have been elbowing their way into it with great gusto.

The American stake is high: last year's sales of U. S. cars and trucks in the Argentine alone amounted to some \$25,000,000. Latin Americans like Detroit's product, but, under the pressure of the Axis competition, sales have been going down: last year 18,000 American cars were sold to the Argentine as compared with 20,000 sold in 1937; trucks went down to 7,700 from the 11,800 of the year before. Small cheap German cars have been pushing out Detroit makes in Nicaragua because of barter arrangements, and in Chile because of a 15-18% discount allowed by the Nazis at the expense of the German manufacturers. In Peru, Italian as well as German cars are a common sight -- less powerful but cheaper to operate. In Uruguay the U. S. firms keep but 40% of the automobile trade as compared with the 95% of a few years ago; here, too, the American loss was German gain. In the Argentine the recent months showed a 1,000% increase in the importation of Nazi cars.

And now comes the sharpest blow of all: egged on by Nazi inducements and intrigues, the Buenos Aires government restricts sales of American motorcars and trucks to 30% of the 1938 figures. Faced with the loss of more than two-thirds of their business, General Motors and Ford expect to curtail considerably their branch-space in the Argentine. Smaller concerns may leave the field entirely. Payrolls in Detroit and

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other industrial centers back home are due to suffer in proportion.

#### Sea-Trips As Near-Giveaways

Sea-transport, too, receives the Nazis' increasing attention: a German-Italian export company is being organized in Berlin and Milan, with branches in a number of Latin American capitals, to take orders for the shipyards of the Axis. One of the first contracts signed is to build several motor oil-tankers for the Argentine. The Hamburg-American Line is expanding its cargo service to Cuba and Mexico, two new freighters being recently launched from the Hamburg yards of the Deutsche Werft. In passenger traffic, the line maintains a fleet of steamers on the Colombia-Panama-West Coast run. Of these, the newly built Patria is an electrically driven and completely air-conditioned liner; as the most luxurious boat in Latin American waters, it has won the best trade. Goering's newspaper, National Zeitung of Essen, proudly reveals that on April 6 the North German Lloyd Bremen took over the motorship Lech for its Cuba-Mexico service; constructed on a new principle, the ship had just returned from a successful test voyage. Another thriving Nazi line in Latin American seas is the Hamburg-Sudamerikanische Dampfschiffahrts-Gesellschaft.

These lines advertise in local newspapers heavily and keep their rates low: the Nazis offer a round trip from Chile to Germany, with forty days' hotel-and-food bills thrown in, for about \$400 -- approximately the cost of a one-way steamer ticket to New York. Again politics plays its paramount role: if a South American wishes to study in Germany or Italy, not only college entrance requirements are eased

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to new lows, but also the steamer rates become well-nigh giveaways. In "gratitude" for steamship-line advertisements, some Latin American newspapers occasionally run articles in praise of Hitler and Mussolini.

## Mastery of Air-Transport

Air-transport below the Rio Grande shows even clearer signs of the Nazi effort to dominate. In Brazil alone, thirty-nine airports are under the control of Syndicate Condor, which is a subsidiary of the Lufthansa. Thanks to this system, Rio de Janeiro is four days closer to Berlin than to New York. Only two days by air now separate Hitler's capital from northeastern Brazil. Weekly flights from Germany to South America will be inaugurated this summer by the Lufthansa, each flying boat holding accommodations for twenty passengers. A regular line from Rome to South America is soon to be started by Mussolini's transport-airmen: the line will connect with the already existing Italian air-routes in the Argentine. According to George Grant Mason, Jr., of the Civil Aeronautical Authority, the Nazis are ahead of the United States operators in the number of route miles in Latin America's scheduled air-transport, and their rates are lower. "German airlines today form a ring around South America," states Oswald Ryan, member of the same U. S. organization. "They penetrate the interior, criss-crossing from trade center to trade center, and the Italian air services are rapidly expanding in the same field."

Outstanding is the case of Colombia where the 4,000 miles of airways are developed by the Scadta, a German company, to a point unwarranted by the existing demand: Colombia is said to have more com-

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mercial planes in relation to population than perhaps any other country in the world; even the remotest settlements are reached by the Scadta's transports. The Scadta is now partly owned by the Pan American Airways, but its largest stockholder and manager is a German, and many of its pilots are German reserve officers who regard as something nominal their recently acquired citizenship of Colombia. Applicable to many another Latin American country is this sober warning by Senor A. Martinez, editor of Colombia Magazine:

"In case of war, the Scadta would be as unconditionally under the orders of Hitler as any transportation company in the city of Berlin. The airline would be an instantaneous threat to the Panama Canal no less than to the Republic of Colombia -- the country that distinguishes itself as a stronghold of democracy in South America."

#### Meeting the Danger

Mindful of the menace, the Civil Aeronautics Authority is proposing a far-reaching plan of the United States governmental assistance to the 20 Latin American republics in buying up of all the German and Italian lines. Another project calls for training Latin American pilots in the United States and replacing with them -- and with North American pilots -- all the Axis flyers now operating the southern routes. Meantime, the Pan American Airways and the Pan American Grace Airways have taken immediate steps to meet the Axis competition by expanding and speeding up their own schedules to the West Coast of Latin America and across the Andes to Buenos Aires.

Whether the American railroad, automobile and steamship inter-

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ests will take similar steps to meet the rising rivalry of the Axis remains to be seen.

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DR. SILFVERSKIOLD, GOERING'S BROTHER-IN-LAW,  
GREET'S AMERICAN COUNCIL AGAINST NAZI PROPAGANDA

Dr. Nils Silfverskiold, who is the leading anti-Nazi in Sweden, sent to the editors of The Hour the following radiogram:

Stockholm, April 26:

A firm anti-Nazi front -- and Nazi-Fascism will soon be vanquished. How many anti-Nazis and pro-Nazis are there in Scandinavia? The percentage is approximately the same as in most democratic states. A large majority profoundly hates Nazism, a small minority adores Nazism, and a not insignificant group is unenlightened and vacillating. Pro-Nazis are nearly all among the conservatives. The conservatives in Scandinavia, as in other democratic states, seldom or never defend democratic principles. In Scandinavia, as in other democratic states, exists that paradoxical situation wherein the conservatives, who consider themselves more patriotic than others, show most sympathy and least opposition to Nazism and its menace to our fatherlands. If Scandinavia shall get the same fate as Czechoslovakia and Albania it will be through pro-Nazi concessions and pro-Nazi cooperation of conservative elements. However, the fate of Czechoslovakia and Albania has opened the eyes of many people here. The consolidated world-Fascism is an aggression alliance. Against this is now rising an international defense alliance. Our newly started Anti-Fascist Union, which during the last month has grown from 6,000 to 22,000 members, salutes and felicitates the American Council Against Nazi Propaganda.

Dr. Silfverskiold's late sister Karin was the first wife of the Nazi fieldmarshal Hermann Goering. The Swedish doctor despises his Nazi brother-in-law and has opposed him publicly on a number of occasions. (NOTE: Photograph mats of Dr. Silfverskiold and story of his encounters with Goering will be sent on request.)

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## VON BOHLE WANTS U. S TO GO NAZI

A mild appearing man, who makes his headquarters at Tiergartenstrasse 4 in Berlin, is currently at work on a careful plan involving the United States. He is Ernst Wilhelm von Bohle, head of that division of the German government known as "Germans in Other Lands." Though more than 3,000 miles of water separate von Bohle from our country, he holds in his hands the controls which are driving the Nazi espionage-and-propaganda machine with an ever greater dexterity toward its aim: a Nazi America.

This was first revealed by Mr. Wythe Williams, editor of the Greenwich (Conn.) Time, in a recent radio talk over Columbia Broadcasting System under the auspices of the American Council Against Nazi Propaganda. On that occasion Mr. Williams, who is a member of the Council, stated:

A new propaganda drive has just been ordered against the United States--under direction of Herr Bohle, whose recent intention to visit this country received so much advance advertising that the sailing was cancelled. Herr Bohle is undersecretary for foreign affairs and official commander-in-chief of all Germans living abroad. The program is to prevent what happened in 1917--the enlistment of tens of thousands of Germans under the Stars and Stripes. The slogan of this enterprise actually reads: 'No Germans must ever again serve in the armies of the United States against the Fatherland.' It would seem indeed that the democracies of the earth are in grave danger and must stand together as the clock strikes.

Who is von Bohle?

Born 36 years ago in Bradford, England, educated in South Africa and Germany, a traveler since his earliest days, Ernst Wilhelm von

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Bohle knows the world scene and so is well equipped for his task. He has worked in the department that he now controls, he was a member of the Reichstag in 1933, he learned his Nazi beliefs from his good friend Baldur von Schirach, Nazi youth fuhrer, and he acts on the theory that "blood is stronger than passports." All Germans are members of the Third Reich whether they like it or not, according to von Bohle. Said he at the 1935 Nuremberg Congress of the Nazi party: "Just now we are in the midst of our fight for the creation of a Nazi Germany abroad." On August 30, 1937, declared he at Stuttgart: "We only know the concept of the complete German who as a citizen of his country is always and everywhere a German and nothing but a German. This makes him a Nazi."

In the last few years von Bohle has done a thorough job. Witness the fate of Austria, Czechoslovakia, and Memel. Witness the troubles stirred up by Nazi provocateurs in many other parts of the world, including South America and our own United States, and you know the job that von Bohle has turned in. He is the little-known man of Nazi politics who carries on the important groundwork which eventually is intended to end either in a "putsch" or an "Anschluss." Since he has direct charge of all persons of German blood outside the Third Reich and Danzig, his files bulge with their names, their histories, their beliefs -- all spaded up by his world-wide spy network. The propaganda ministry and Gestapo (the Nazis' secret police) cooperate through von Bohle. According to the Swiss newspaper Berner Tagwacht, there are 548 Hitler-groups in 45 foreign countries manned by 25,000 propagan-

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da agents and 2,450 special Gestapo hirelings. For this work von Bohle spent in 1937 close to \$100,000,000; for 1938 and 1939 the appropriation was considerably increased.

But now von Bohle is angry. He has denounced the leadership of the German-American Bund as a "Blunderbund." He has decried its crude errors, the trapping of the Nazi espionage ring, the failure to unite with the Italian and native fascist organizations in a common front against democracy. And he has taken steps to remedy the condition: to reshape Nazi policy in America he sent a high commander, Captain Fritz Wiedemann.

Wiedemann is alleged to be here as the consul-general at San Francisco, but leading espionage authorities scoff at this new title of Hitler's former chief aide. San Francisco is not only a leading American city, but is also close to Latin America. Wiedemann is already, even as have former consuls for Nazi Germany in the United States, actively engaged in reshaping the policies of the "Blunderbund."

That von Bohle counts the United States as a major field in his work for a world-wide spread of Nazism, cannot be doubted.

Will he succeed?

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## LATEST AND LEAST KNOWN

The secret clause of Hungary's adherence to the "anti-Comintern pact" specifies that Budapest is to supply the Rome-Berlin Axis with ten divisions of troops for any war of aggression, on the first demand of the two dictators.

One of the chief results of the forced export of Hungarian grain and meat to Germany at low prices is the shortage of foodstuffs for Hungary's home consumption, the rise of prices and the growth of dissatisfaction among the Hungarians with the new alliance.

What was the mysterious company of soldiers marching past Hitler in the birthday-review of April 20? Their steel helmets were flat, their green-gray uniforms were baggy, there were parachutes strapped to their backs, and their appearance caused a sensation. The answer is this: Copying a practice first tried out in the Soviet Russian army, Nazi Germany has a special regiment of "air-infantry." The soldiers are trained to jump off airplanes and parachute down, ready to go into action. The regiment is made up of volunteers 17-23 years old who sign up for a two-year term and may then re-enlist for ten years more. Those men must remain unmarried and be of superior physique. Their unit has been in existence for two years, and its first assignment was to capture Prague. The assignment was, however, canceled because of the heavy snow on the day of Prague's seizure.

On the last cruise of the German boat Deutschland to America, the radios owned by members of the crew were confiscated during the stay in New York Harbor. The captain explained that the minds of the seamen "would be poisoned by the broadcasts of the American radio stations."

In the March issue of the Sirene, publication of the Nazi Reich's Air Defense Bund with a circulation of 500,000, General Staff Major Martin of the Reichswehr openly admits that, despite the existing prohibition, vast numbers of Germans listen to foreign news broadcasts. Sarcastically he comments: "80 million Germans listen to these reports or learn of them from others... They are proud to be able to hear foreign stations so clearly; moreover they are overjoyed to repeat the foreign announcements to acquaintances and friends. It is so interesting what is said, and naturally it cannot be found in the German press."

The 79-year old Salzburg newspaper Katholische Kirchenzeitung has been suppressed. It was edited by the professors of the Catholic Theological seminary of the city of Salzburg, long noted as a music center for the production of Wagnerian compositions. The Kirchenzeitung's sole propaganda was to support the founding of a Catholic University in Salzburg, which was one of the wishes of the late Pope Pius XI.

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Prince Maximilian von Hohenberg is now Hitler's prisoner in the Dachau Concentration Camp in "old Germany." He is the son of Archduke Ferdinand, whose assassination at Sarajevo in 1914 precipitated the World War. Baron Karwinsky, Minister of Justice under murdered Chancellor Dollfus of Austria, and together with Major Fey present in the same room when the little ruler was shot by Nazi insurrectionists in 1934, is also in a concentration camp.

Danziger Vorposten, inspired by the Reich's foreign office, attacks the government of Latvia for its latest agrarian reform which allegedly injures the interests of the German minority in Latvia. The official Nazi organ hints strong measures against the Riga government. Memeler Dampfbot notes with satisfaction that the news of Memel's seizure caused happiness among the German Nazis in Riga, and writes: "Riga, in the same degree as Memel, owes its existence to Germany." There are 66 Hitlerite organizations in Riga headed by men specially schooled in Berlin. At Cesis, Latvia, sixty Baltic German barons met to map out a program of action. They will demand from the Latvian government return of their estates divided among peasants. Fifteen of the delegates came from Germany, supplied with special instructions.

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#### FOOD FOR THOUGHT

The following two jokes, whispered around in the Nazi Reich, show that the "happy" Germans living under their dictator may have plenty of speeches but not enough food. The underground humor also reveals that Hitler's slaves refuse to accept the food-shortage meekly but have their own ideas about it.

#### Are You Agitating?

Woman-Shopper: I want some sausage.

Grocer: We have no sausage.

Woman-Shopper: Well, then, give me a pound of butter.

Grocer: No butter today.

Woman-Shopper: Dear me, sell me some onions then.

Grocer: Lady, are you shopping or are you agitating?

#### All You Have To Do

The town wit to gloomy citizens of Berlin: There's plenty of coffee. Any store will give you a pound free if you buy two pounds of butter and a dozen eggs. All you have to do is find a store with that much butter and eggs.

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